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CENTRAL INTELLIGENCE AGENCY

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## INFORMATION REPORT

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25X1A

COUNTRY Poland

DATE DISTR. 25 Feb. 1952

SUBJECT Information on Gdynia Harbor

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DATE OF  
INFO.SUPPLEMENT TO  
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1. The Greek S.S. ~~Nekeion~~ cargo from Tsingtao in Hamburg until 6 August 1951. The ore cargo she carried were destined for Hamburg and her ore cargo for Czechoslovakia. From Hamburg she proceeded in ballast to Gdynia where she took on 10,000 tons of coal for Buenos Aires. The vessel arrived in Buenos Aires on 26 September 1951 in tow of another vessel because she had lost her propeller. From 10 to 17 August 1951, she stayed in Gdynia.
2. Female harbor police were seen for the first time in Gdynia. They wore a blue cap with a visor and a golden anchor badge, a blue jacket with dark buttons, a plaited skirt, a brown belt; some of them were armed with carbines. The frontier police were accompanied by German police dogs when searching the vessels leaving harbor.
3. Pump steamers were working on the German battleship Gneisenau which was scuttled at the harbor entrance. Pumps were also seen on the upper deck of the battleship. (1)
4. Ore shipments from Lulea, Sweden increased considerably. On 14 August 1951, the so-called Schlesische Kai (Silesian Quay) was closed to coal shipments. Only ore carrying vessels are now allowed to berth there. From 13 to 17 August 1951, the following ore-carriers put in:

Date	Name of Ship	Tons of Ore Carried
13 August	<u>Maple Hill</u> (British)	about 10,000 tons (trades under Polish charter)
	<u>Penelope</u> (Finnish)	about 3,000 tons
	<u>Wroclaw</u> (Polish)	about 3,000 tons
14 August	<u>Henrik Ibsen</u> (Norwegian)	about 3,000 tons (scheduled to leave in ballast on 17 August)
	<u>Jednocz Robotnica</u> (Po)	unidentified cargo (2)

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Date	Name of Ship	Tons of Ore Carried
14 August	<u>Narocz</u> (Polish)	about 2,000 tons
	<u>Mill Hill</u> (British)	10,600 tons (3)
15 August	<u>Bialystok</u> (Polish)	10,000 tons (4)
16 August	<u>Mathild I</u> (Swedish)	2,000 tons
	vessel of unidentified nationality.	10,000 tons

5. On 13 and 14 August 1951, the tanker Tavira underwent engine trials. (5) On 14 August, the Soviet S.S. Novosibirsk (5,900 GRT) loaded coal. This vessel came from the Far East. Ten AA platforms were counted (3 on the forecastle, two on the bridge, two aft of the funnel and three at the mast). (6) The Soviet tug Prometei put in with the seagoing lighter, Wina in tow. They left again with a cargo of coal on 15 August 1951. On 15 August, the British S.S. Commodore Grant (7,130 GRT) entered in ballast and left harbor in the evening. (7) The Norwegian S.S. Iron Baron (3,300 GRT) with a full cargo of lumber shifted berth from Holzhafen (Lumber Harbor) to Schlesischer Kai for coaling. She left Gdynia for Durban arriving on 8 October 1951. One ship of the POL put in fully loaded but her name could not be identified. On 17 August, the Polish M.S. Batory (14,287 GRT) put in. She was due to leave for her first voyage to India and Pakistan on 19 August. (8) The French S.S. Hebe (5,430 GRT) left harbor with a cargo of coal. The small Soviet S.S. Arefusa put in and left harbor in the evening with a cargo of coal. On 17 August, the Polish S.S. Kolobrzeg (2,370 GRT) entered port in ballast. (9) The Soviet S.S. Turaida (2,308 GRT) also entered port in ballast on the same day. (10)

6. During the stay of the S.S. Megalohari in Gdynia, the following Polish warships were observed. On 14 August, the minesweeper Zodiak put in from sea. She was painted gray and her funnels were marked by two red rings. About 8:20 a.m. on 14 and 16 August, submarines B 11 and B 12 left harbor, putting in again about 6 p.m. During all that time B 13 was berthed beside the quay in the war harbor. Submarines B 12 and B 13 were of the same type. Their forward gun had a yellow band. Access to the conning tower was by a ladder fitted at the side. B 11 is a smaller type, but her conning tower is higher. The forecastle is slightly raised; the shape of her stern with the projecting lateral tanks is a striking feature of the vessel. On 16 August, the Polish auxiliary Brygada (second name was not identified) anchored in the roadstead. On the forecastle she carried a gun of about 38 mm; on the forward part of the bridge were two AA weapons behind a protective shield, and at the stern another gun of about 38 mm. She was a conventional merchant steamer with portlights. In the afternoon, a former German landing craft (Marinefaehrprahm) flying the Polish naval jack left port. A Polish tug with a target in tow coming from Danzig passed the roadstead and proceeded toward Hela.

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**Comments.**

- (1) According to other reports the Gneisenau will be scrapped. Work began in April 1951.
- (2) This ship has not been reported under way to date. It is known that she was built by the shipyard in Danzig. Her size is 1,550 GRT.

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- (3) This ship was renamed Educator. She was sold to a Panamanian shipping company and carries the flag of Liberia. She left Gdynia and Antwerp for Karachi in early September 1951.
- (4) This ship ran aground on the south coast of Sweden on 2 August 1951 and could only be refloated after lengthy salvage operations carried out by Polish tugs.
- (5) According to other information, the name of this ship is Praca. She has not been engaged in trade.
- (6) In late June, this ship arrived in Antwerp coming from the Far East and left Antwerp for Gdynia. Other reports stated that she passed the Kiel Canal en route from Rotterdam on 10 August 1951. Her destination was declared to be Libau, but she proceeded to Gdynia.
- (7) This ship left Gdynia for Casablanca. She was observed already three times on this route. She is possibly chartered by the POL.
- (8) M.S. Batory returned to Gdynia from her first voyage to India and Pakistan on 10 October 1951.
- (9) This ship arrived from the shipyard in Aarhus, Denmark where she had been from 24 April to 9 August 1951.
- (10) This ship has not been observed since March 1951. She seems to trade only between Baltic ports.

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